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CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL	DEFENSE #Not gr	aded	
OF THE UNITED STATES, WITHIN THE MEANING OFFITLE 18, SECTI AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION O LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PE PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROH	IONS 793 OR REVE- THIS IS UNEV CRSON IS	ALUATED INFORMA	TION 25X1
1. The sole agency in the US is GlavNefteSbyt and its regional offices.	SR in charge of the sale of GlavNefteSbyt - Ch	POL products to ief Directorate	all consumers for Oil Sales

- The sole agency in is GlavNefteSbyt and its regional of
- In mid-1951 GlavNefteSbyt prices on POL products per metric ton were as follows:
 - (a) Gasoline B-70 and B-100, 900-920 rubles.
 - (b) Diesel fuel (a mixture of light diesel fuel and solar oil), 640 rubles.
 - (c) Lubricants (summer and winter), 700-800 rubles.
 - (d) Kerosene for lighting purposes, approximately 500 rubles.
 - (e) Kerosene for tractors (ligroin), approximately 400 rubles.
 - (f) Mazut (boiler or navy), 110-118 rubles.

POL Products Consumer's Manual (Spravochnik Potrebitelya Nefteproduktov), reprinted almost every second or third year, contains all information pertaining to prices, storage, transport, chemical contents, andorigins of POL products in the USSR and is made available to consumers through GlavNefteSbyt agencies.

3. There is no flat price throughout the USSR for petroleum products; the price is determined on the cost-plus-freight-charges basis. There are several shipment zones /similar to Sears, Roebuck shipping zones/ which are centered about large GlavNefteSbyt storage warehouses. I do not know the exact territorial organization of this system, but some of the originating centers are in Baku, Astrakhan (Yugo-VostokNeft), and Vladivostok(VostokNeft; sic). In practice, this method of pricing means that prices are cheapest in Baku and Vladivostok and a bit higher in Astrakhan. CLASSIFICATION

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- 4. In 1951 the water transport costs, in addition to the cost of POL products, were as follows:
 - (a) for KaspTanker, 4½ kopeyek per ton/mile.
 - (b) for ReydTanker, six kopeyek per ton/mile.

Since the KaspTanker route from Baku to 14-Foot Roadsteads totaled approximately 500 miles, and the ReydTanker route from 14 Foot Roadsteads to Astrakhan 113 miles, the total transport cost of POL products from Baku to Astrakhan would be: $(500 \times 4.5) + (113 \times 6) = 29$ rubles 28 kopeyek per metric ton.

- 5. Price fluctuations of POL are slight. Until 1947 prices were very slowly, but steadily, rising; from 1948 on there has been a trend for prices to decrease. Transport costs (water transport), as compared with those of 1947, were decreased in 1951 by 10 per cent.
- I have never heard of Soviet POL exports. The trend in the USSR seems to be to import POL and not to export it.

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